

EMISSION CONTROL SYSTEMS

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ON-BOARD DIAGNOSTICS

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GENERAL INFORMATION

SYSTEM DESCRIPTION

The Powertrain Control Module (PCM) monitors many different circuits in the fuel injection, ignition, emission and engine systems. If the PCM senses a problem with a monitored circuit often enough to indicate an actual problem, it stores a Diagnostic Trouble Code (DTC) in the PCM's memory. If the code applies to a non-emissions related component or system, and the problem is repaired or ceases to exist, the PCM cancels the code after 40 warm-up cycles. Diagnostic trouble codes that affect vehicle emissions illuminate the Malfunction Indicator (check engine) Lamp. Refer to Malfunction Indicator Lamp in this section.

Certain criteria must be met before the PCM stores a DTC in memory. The criteria may be a specific range of engine RPM, engine temperature, and/or input voltage to the PCM.

The PCM might not store a DTC for a monitored circuit even though a malfunction has occurred. This may happen because one of the DTC criteria for the circuit has not been met. **For example**, assume the diagnostic trouble code criteria requires the PCM to monitor the circuit only when the engine operates between 750 and 2000 RPM. Suppose the sensor's output circuit shorts to ground when engine operates above 2400 RPM (resulting in 0 volt input to the PCM). Because the condition happens at an engine speed above the maximum threshold (2000 rpm), the PCM will not store a DTC.

There are several operating conditions for which the PCM monitors and sets DTC's. Refer to Monitored Systems, Components, and Non-Monitored Circuits in this section.

Technicians must retrieve stored DTC's by connecting the DRB scan tool (or an equivalent scan tool) to the 16-way data link connector (Fig. 1). Refer to Diagnostic Trouble Codes in this section.

GENERAL INFORMATION (Continued)

NOTE: Various diagnostic procedures may actually cause a diagnostic monitor to set a DTC. For instance, pulling a spark plug wire to perform a spark test may set the misfire code. When a repair is completed and verified, connect the DRB scan tool to the 16-way data link connector to erase all DTC's and extinguish the MIL (check engine lamp).

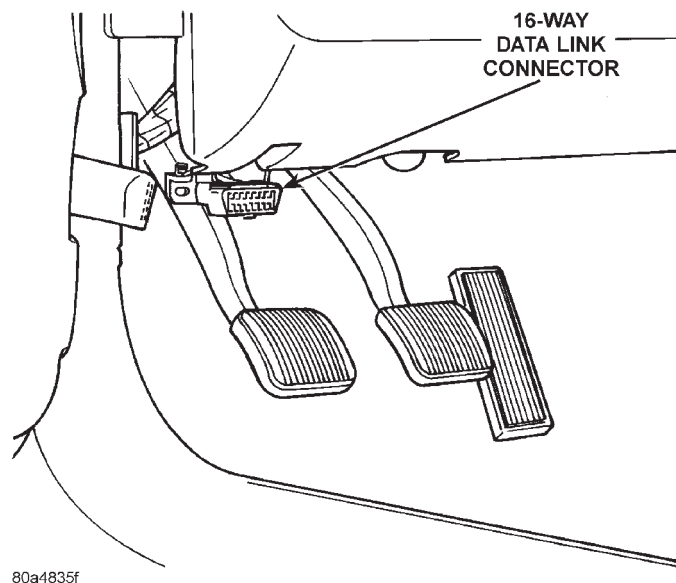


Fig. 1 Data Link (Diagnostic) Connector Location

DESCRIPTION AND OPERATION

MALFUNCTION INDICATOR LAMP (MIL)

As a functional test, the MIL (check engine) illuminates at key-on before engine cranking. Whenever the Powertrain Control Module (PCM) sets a Diagnostic Trouble Code (DTC) that affects vehicle emissions, it illuminates the MIL. If a problem is detected, the PCM sends a message to the instrument cluster to illuminate the lamp. The PCM illuminates the MIL only for DTC's that affect vehicle emissions. There are some monitors that may take two consecutive trips, with a detected fault, before the MIL is illuminated. The MIL stays on continuously when the PCM has entered a Limp-In mode or identified a failed emission component. Refer to the Diagnostic Trouble Code charts in this group for emission related codes.

Also, the MIL either flashes or illuminates continuously when the PCM detects active engine misfire. Refer to Misfire Monitoring in this section.

Additionally, the PCM may reset (turn off) the MIL when one of the following occur:

- PCM does not detect the malfunction for 3 consecutive trips (except misfire and Fuel system Monitors).

- PCM does not detect a malfunction while performing three successive engine misfire or fuel system tests. The PCM performs these tests while the engine is operating within ± 375 RPM of and within 10 % of the load of the operating condition at which the malfunction was first detected.

STATE DISPLAY TEST MODE

The switch inputs to the Powertrain Control Module (PCM) have two recognized states; HIGH and LOW. For this reason, the PCM cannot recognize the difference between a selected switch position versus an open circuit, a short circuit, or a defective switch. If the State Display screen shows the change from HIGH to LOW or LOW to HIGH, assume the entire switch circuit to the PCM functions properly. Connect the DRB scan tool to the data link connector and access the state display screen. Then access either State Display Inputs and Outputs or State Display Sensors.

CIRCUIT ACTUATION TEST MODE

The Circuit Actuation Test Mode checks for proper operation of output circuits or devices the Powertrain Control Module (PCM) may not internally recognize. The PCM attempts to activate these outputs and allow an observer to verify proper operation. Most of the tests provide an audible or visual indication of device operation (click of relay contacts, fuel spray, etc.). Except for intermittent conditions, if a device functions properly during testing, assume the device, its associated wiring, and driver circuit work correctly. Connect the DRB scan tool to the data link connector and access the Actuators screen.

DIAGNOSTIC TROUBLE CODES

A Diagnostic Trouble Code (DTC) indicates the PCM has recognized an abnormal condition in the system.

Diagnostic trouble codes are the results of a system or circuit failure, but do not directly identify the failed component or components.

Technicians must retrieve stored DTC's by connecting the DRB scan tool (or an equivalent scan tool) to the 16-way data link connector (Fig. 1).

NOTE: For a list of DTC's, refer to the charts in this section.

DESCRIPTION AND OPERATION (Continued)

OBTAINING DIAGNOSTIC TROUBLE CODES

WARNING: APPLY PARKING BRAKE AND/OR BLOCK WHEELS BEFORE PERFORMING ANY TEST ON AN OPERATING ENGINE.

(1) Connect the DRB scan tool to data link (diagnostic) connector.

(2) Turn the ignition switch on, access Read Fault Screen. Record all the DTC's shown on the DRB scan tool.

(3) To erase DTC's, use the Erase Trouble Code data screen on the DRB scan tool.

DIAGNOSTIC TROUBLE CODE DESCRIPTIONS

* Check Engine Lamp (MIL) will illuminate during engine operation if this Diagnostic Trouble Code was recorded.

Hex Code	Generic Scan Tool Code	DRB Scan Tool Display	Description of Diagnostic Trouble Code
00			DTC Error
*01	P0340	No Cam Signal at PCM	No camshaft signal detected during engine cranking.
*02	P0601	Internal Controller Failure	PCM Internal fault condition detected.
05		Charging System Voltage Too Low	Battery voltage sense input below target charging during engine operation. Also, no significant change detected in battery voltage during active test of generator output circuit.
06		Charging System Voltage Too High	Battery voltage sense input above target charging voltage during engine operation.
0A		Auto Shutdown Relay Control Circuit	An open or shorted condition detected in the auto shutdown relay circuit.
0B		Generator Field Not Switching Properly	An open or shorted condition detected in the generator field control circuit.
*0C	P0743	Torque Converter Clutch Solenoid CKT	An open or shorted condition detected in the torque converter part throttle unlock solenoid control circuit (3 speed auto RH trans. only).
0F		Speed Control Solenoid Circuits	An open or shorted condition detected in the Speed Control vacuum or vent solenoid circuits.
10		A/C Clutch Relay Circuit	An open or shorted condition detected in the A/C clutch relay circuit.
*12	P0443	EVAP Purge Solenoid Circuit	An open or shorted condition detected in the duty cycle purge solenoid circuit.
*13	P0203	Injector #3 Control Circuit	Injector #3 output driver does not respond properly to the control signal.
*14	or P0202	Injector #2 Control Circuit	Injector #2 output driver does not respond properly to the control signal.
*15	or P0201	Injector #1 Control Circuit	Injector #1 output driver does not respond properly to the control signal.
*19	P0505	Idle Air Control Motor Circuits	A shorted or open condition detected in one or more of the idle air control motor circuits.
*1A	P0122	Throttle Position Sensor Voltage Low	Throttle position sensor input below the minimum acceptable voltage

DESCRIPTION AND OPERATION (Continued)

Hex Code	Generic Scan Tool Code	DRB Scan Tool Display	Description of Diagnostic Trouble Code
*1B	or P0123	Throttle Position Sensor Voltage High	Throttle position sensor input above the maximum acceptable voltage.
*1E	P0117	ECT Sensor Voltage Too Low	Engine coolant temperature sensor input below minimum acceptable voltage.
*1F	or P0118	ECT Sensor Voltage Too High	Engine coolant temperature sensor input above maximum acceptable voltage.
21		Engine Is Cold Too Long	Engine did not reach operating temperature within acceptable limits.
*23	P0500	No Vehicle Speed Sensor Signal	No vehicle speed sensor signal detected during road load conditions.
*24	P0107	MAP Sensor Voltage Too Low	MAP sensor input below minimum acceptable voltage.
*25	or P0108	MAP Sensor Voltage Too High	MAP sensor input above maximum acceptable voltage.
*27	P1297	No Change in MAP From Start to Run	No difference recognized between the engine MAP reading and the barometric (atmospheric) pressure reading from start-up.
28		No Crank Reference Signal at PCM	No crank reference signal detected during engine cranking.
2B	P0351	Ignition Coil #1 Primary Circuit	Peak primary circuit current not achieved with maximum dwell time.
2C		No ASD Relay Output Voltage at PCM	An Open condition Detected In The ASD Relay Output Circuit.
31	P1698	PCM Failure EEPROM Write Denied	Unsuccessful attempt to write to an EEPROM location by the PCM.
*39	P0112	Intake Air Temp Sensor Voltage Low	Intake air temperature sensor input below the maximum acceptable voltage.
*3A	or P0113	Intake Air Temp Sensor Voltage High	Intake air temperature sensor input above the minimum acceptable voltage.
*3D	P0204	Injector #4 Control Circuit	Injector #4 output driver does not respond properly to the control signal.
*3E	P0132	Left O2 Sensor Shorted to Voltage	Left oxygen sensor input voltage maintained above the normal operating range.
44	P0600	PCM Failure SPI Communications	PCM Internal fault condition detected.
*45	P0205	Injector #5 Control Circuit	Injector #5 output driver does not respond properly to the control signal.
*46	or P0206	Injector #6 Control Circuit	Injector #6 output driver does not respond properly to the control signal.

DESCRIPTION AND OPERATION (Continued)

Hex Code	Generic Scan Tool Code	DRB Scan Tool Display	Description of Diagnostic Trouble Code
52		S/C Power Relay Circuit	Malfunction detected with power feed to speed control servo solenoids.
57		Speed Control Switch Always Low	Speed control switch input below the minimum acceptable voltage.
65		Fuel Pump Relay Control Circuit	An open or shorted condition detected in the fuel pump relay control circuit.
*66	P0133	Upstream O2 Sensor Slow Response	Upstream oxygen sensor response slower than minimum required switching frequency.
*67	or P0135	Upstream O2 Sensor Heater Failure	Upstream oxygen sensor heating element circuit malfunction
*69	or P0141	Downstream O2 Sensor Heater Failure	Downstream oxygen sensor heating element circuit malfunction
*6A	P0300	Multiple Cylinder Misfire	Misfire detected in multiple cylinders.
*6B	or P0301	Cylinder #1 Misfire	Misfire detected in cylinder #1.
*6C	or P0302	Cylinder #2 Misfire	Misfire detected in cylinder #2.
*6D	or P0303	Cylinder #3 Misfire	Misfire detected in cylinder #3.
*6E	or P0304	Cylinder #4 Misfire	Misfire detected in cylinder #4.
*70	P0420	Catalytic Converter Efficiency Failure	Catalyst efficiency below required level.
*71	P0441	Evap Purge Flow Monitor Failure	Insufficient or excessive vapor flow detected during evaporative emission system operation.
*72	P1899	Park/Neutral Switch Failure	Incorrect input state detected for the Park/Neutral switch, auto. trans. only.
*73	P0551	Power Steering Switch Failure	Power steering high pressure seen at high speed (2.5L only).
*76	P0172	Fuel System Rich	A rich air/fuel mixture has been indicated by an abnormally lean correction factor.
*77	P0171	Fuel System Lean	A lean air/fuel mixture has been indicated by an abnormally rich correction factor.
*7E	P0138	Downstream O2 Sensor Shorted to Voltage	Downstream oxygen sensor input voltage maintained above the normal operating range.
*80	P0125	Closed Loop Temp Not Reached	Engine does not reach 20°F within 5 minutes with a vehicle speed signal.
*84	P0121	TPS Voltage Does Not Agree With MAP	TPS signal does not correlate to MAP sensor
*87	P1296	No 5 Volts To MAP Sensor	5 Volt output to MAP sensor open
*8A	P1294	Target Idle Not Reached	Actual idle speed does not equal target idle speed.

DESCRIPTION AND OPERATION (Continued)

Hex Code	Generic Scan Tool Code	DRB Scan Tool Display	Description of Diagnostic Trouble Code
94	P0740	Torq Conv Clu, No RPM Drop At Lockup	Relationship between engine speed and vehicle speed indicates no torque converter clutch engagement (auto. trans. only).
95	or or	Fuel Level Sending Unit Volts Too Low	Open circuit between PCM and fuel gauge sending unit. Circuit shorted to voltage between PCM and fuel gauge sending unit. No movement of fuel level sender detected.
96		Fuel Level Sending Unit Volts Too High	
97		Fuel Level Unit No Change Over Miles	
*99	P1493	Battery Temp Sensor Voltage Too Low	Battery temperature sensor input voltage below an acceptable range.
*9A	or P1492	Battery Temp Sensor Voltage Too High	Battery temperature sensor input voltage above an acceptable range.
*9B	P0131	Upstream O2s Voltage Shorted to Ground	O2 sensor voltage too low, tested after cold start.
*9C	or P0137	Downstream O2s Voltage Shorted to Ground	O2 sensor voltage too low, tested after cold start.
*9D	P1391	Intermittent Loss of CMP or CKP	Intermittent loss of either camshaft or crankshaft position sensor
*A0	P0442	Evap leak monitor small leak detected	A small leak has been detected by the leak detection monitor
*A1	P0455	Evap leak monitor large leak detected	The leak detection monitor is unable to pressurize Evap system, indicating a large leak
*AE	P0305	Cylinder #5 Misfire	Misfire detected in cylinder #5.
*AF	or P0306	Cylinder #6 Misfire	Misfire detected in cylinder #6.
*B7	P1495	Leak Det Pmp Sol Ckt	Leak detection pump solenoid circuit fault (open or short)
*B8	P1494	Leak Det Pmp Pres Sw	Leak detection pump switch does not respond to input
*BA	P1398	No Crank Sensr Learn	CKP sensor target windows have too much variation
*BB	P1486	Evap hose pinched	Plug or pinch detected between purge solenoid and fuel tank
*CO	P0133	Cat mon slow O2 1/1	A slow switching oxygen sensor has been detected in bank 1/1 during catalyst monitor test
*C2	P0129	Cat mon slow O2 1/2	A slow switching oxygen sensor has been detected in bank 1/2 during catalyst monitor test

DESCRIPTION AND OPERATION (Continued)

MONITORED SYSTEMS

There are new electronic circuit monitors that check fuel, emission, engine and ignition performance. These monitors use information from various sensor circuits to indicate the overall operation of the fuel, engine, ignition and emission systems and thus the emissions performance of the vehicle.

The fuel, engine, ignition and emission systems monitors do not indicate a specific component problem. They do indicate that there is an implied problem within one of the systems and that a specific problem must be diagnosed.

If any of these monitors detect a problem affecting vehicle emissions, the Malfunction Indicator (Check Engine) Lamp will be illuminated. These monitors generate Diagnostic Trouble Codes that can be displayed with the check engine lamp or a scan tool.

The following is a list of the system monitors:

- Misfire Monitor
- Fuel System Monitor
- Oxygen Sensor Monitor
- Oxygen Sensor Heater Monitor
- Catalyst Monitor
- Leak Detection Pump Monitor (if equipped)

All these system monitors require two consecutive trips with the malfunction present to set a fault.

Refer to the appropriate Powertrain Diagnostics Procedures manual for diagnostic procedures.

The following is an operation and description of each system monitor:

OXYGEN SENSOR (O2S) MONITOR

Effective control of exhaust emissions is achieved by an oxygen feedback system. The most important element of the feedback system is the O2S. The O2S is located in the exhaust path. Once it reaches operating temperature 300° to 350°C (572° to 662°F), the sensor generates a voltage that is inversely proportional to the amount of oxygen in the exhaust. The information obtained by the sensor is used to calculate the fuel injector pulse width. This maintains a 14.7 to 1 Air Fuel (A/F) ratio. At this mixture ratio, the catalyst works best to remove hydrocarbons (HC), carbon monoxide (CO) and nitrogen oxide (NOx) from the exhaust.

The O2S is also the main sensing element for the Catalyst and Fuel Monitors.

The O2S can fail in any or all of the following manners:

- slow response rate
- reduced output voltage
- dynamic shift
- shorted or open circuits

Response rate is the time required for the sensor to switch from lean to rich once it is exposed to a richer

than optimum A/F mixture or vice versa. As the sensor starts malfunctioning, it could take longer to detect the changes in the oxygen content of the exhaust gas.

The output voltage of the O2S ranges from 0 to 1 volt. A good sensor can easily generate any output voltage in this range as it is exposed to different concentrations of oxygen. To detect a shift in the A/F mixture (lean or rich), the output voltage has to change beyond a threshold value. A malfunctioning sensor could have difficulty changing beyond the threshold value.

OXYGEN SENSOR HEATER MONITOR

If there is an oxygen sensor (O2S) shorted to voltage DTC, as well as a O2S heater DTC, the O2S fault **MUST** be repaired first. Before checking the O2S fault, verify that the heater circuit is operating correctly.

Effective control of exhaust emissions is achieved by an oxygen feedback system. The most important element of the feedback system is the O2S. The O2S is located in the exhaust path. Once it reaches operating temperature 300° to 350°C (572° to 662°F), the sensor generates a voltage that is inversely proportional to the amount of oxygen in the exhaust. The information obtained by the sensor is used to calculate the fuel injector pulse width. This maintains a 14.7 to 1 Air Fuel (A/F) ratio. At this mixture ratio, the catalyst works best to remove hydrocarbons (HC), carbon monoxide (CO) and nitrogen oxide (NOx) from the exhaust.

The voltage readings taken from the O2S sensor are very temperature sensitive. The readings are not accurate below 300°C. Heating of the O2S sensor is done to allow the engine controller to shift to closed loop control as soon as possible. The heating element used to heat the O2S sensor must be tested to ensure that it is heating the sensor properly.

The O2S sensor circuit is monitored for a drop in voltage. The sensor output is used to test the heater by isolating the effect of the heater element on the O2S sensor output voltage from the other effects.

LEAK DETECTION PUMP MONITOR (IF EQUIPPED)

The leak detection assembly incorporates two primary functions: it must detect a leak in the evaporative system and seal the evaporative system so the leak detection test can be run.

The primary components within the assembly are: A three port solenoid that activates both of the functions listed above; a pump which contains a switch, two check valves and a spring/diaphragm, a canister vent valve (CVV) seal which contains a spring loaded vent seal valve.

DESCRIPTION AND OPERATION (Continued)

Immediately after a cold start, between predetermined temperature thresholds limits, the three port solenoid is briefly energized. This initializes the pump by drawing air into the pump cavity and also closes the vent seal. During non test conditions the vent seal is held open by the pump diaphragm assembly which pushes it open at the full travel position. The vent seal will remain closed while the pump is cycling due to the reed switch triggering of the three port solenoid that prevents the diaphragm assembly from reaching full travel. After the brief initialization period, the solenoid is de-energized allowing atmospheric pressure to enter the pump cavity, thus permitting the spring to drive the diaphragm which forces air out of the pump cavity and into the vent system. When the solenoid is energized and de energized, the cycle is repeated creating flow in typical diaphragm pump fashion. The pump is controlled in 2 modes:

Pump Mode: The pump is cycled at a fixed rate to achieve a rapid pressure build in order to shorten the overall test length.

Test Mode: The solenoid is energized with a fixed duration pulse. Subsequent fixed pulses occur when the diaphragm reaches the Switch closure point.

The spring in the pump is set so that the system will achieve an equalized pressure of about 7.5" H₂O. The cycle rate of pump strokes is quite rapid as the system begins to pump up to this pressure. As the pressure increases, the cycle rate starts to drop off. If there is no leak in the system, the pump would eventually stop pumping at the equalized pressure. If there is a leak, it will continue to pump at a rate representative of the flow characteristic of the size of the leak. From this information we can determine if the leak is larger than the required detection limit (currently set at .040" orifice by CARB). If a leak is revealed during the leak test portion of the test, the test is terminated at the end of the test mode and no further system checks will be performed.

After passing the leak detection phase of the test, system pressure is maintained by turning on the LDP's solenoid until the purge system is activated. Purge activation in effect creates a leak. The cycle rate is again interrogated and when it increases due to the flow through the purge system, the leak check portion of the diagnostic is complete.

The canister vent valve will unseal the system after completion of the test sequence as the pump diaphragm assembly moves to the full travel position.

Evaporative system functionality will be verified by using the stricter evap purge flow monitor. At an appropriate warm idle the LDP will be energized to seal the canister vent. The purge flow will be clocked up from some small value in an attempt to see a shift in the O₂ control system. If fuel vapor, indicated

by a shift in the O₂ control, is present the test is passed. If not, it is assumed that the purge system is not functioning in some respect. The LDP is again turned off and the test is ended.

MISFIRE MONITOR

Excessive engine misfire results in increased catalyst temperature and causes an increase in HC emissions. Severe misfires could cause catalyst damage. To prevent catalytic convertor damage, the PCM monitors engine misfire.

The Powertrain Control Module (PCM) monitors for misfire during most engine operating conditions (positive torque) by looking at changes in the crankshaft speed. If a misfire occurs the speed of the crankshaft will vary more than normal.

FUEL SYSTEM MONITOR

To comply with clean air regulations, vehicles are equipped with catalytic converters. These converters reduce the emission of hydrocarbons, oxides of nitrogen and carbon monoxide. The catalyst works best when the Air Fuel (A/F) ratio is at or near the optimum of 14.7 to 1.

The PCM is programmed to maintain the optimum air/fuel ratio of 14.7 to 1. This is done by making short term corrections in the fuel injector pulse width based on the O₂S sensor output. The programmed memory acts as a self calibration tool that the engine controller uses to compensate for variations in engine specifications, sensor tolerances and engine fatigue over the life span of the engine. By monitoring the actual fuel-air ratio with the O₂S sensor (short term) and multiplying that with the program long-term (adaptive) memory and comparing that to the limit, it can be determined whether it will pass an emissions test. If a malfunction occurs such that the PCM cannot maintain the optimum A/F ratio, then the MIL will be illuminated.

CATALYST MONITOR

To comply with clean air regulations, vehicles are equipped with catalytic converters. These converters reduce the emission of hydrocarbons, oxides of nitrogen and carbon monoxide.

Normal vehicle miles or engine misfire can cause a catalyst to decay. A meltdown of the ceramic core can cause a reduction of the exhaust passage. This can increase vehicle emissions and deteriorate engine performance, driveability and fuel economy.

The catalyst monitor uses dual oxygen sensors (O₂S's) to monitor the efficiency of the converter. The dual O₂S's sensor strategy is based on the fact that as a catalyst deteriorates, its oxygen storage capacity and its efficiency are both reduced. By monitoring the oxygen storage capacity of a catalyst, its efficiency can be indirectly calculated. The upstream

DESCRIPTION AND OPERATION (Continued)

O₂S is used to detect the amount of oxygen in the exhaust gas before the gas enters the catalytic converter. The PCM calculates the A/F mixture from the output of the O₂S. A low voltage indicates high oxygen content (lean mixture). A high voltage indicates a low content of oxygen (rich mixture).

When the upstream O₂S detects a lean condition, there is an abundance of oxygen in the exhaust gas. A functioning converter would store this oxygen so it can use it for the oxidation of HC and CO. As the converter absorbs the oxygen, there will be a lack of oxygen downstream of the converter. The output of the downstream O₂S will indicate limited activity in this condition.

As the converter loses the ability to store oxygen, the condition can be detected from the behavior of the downstream O₂S. When the efficiency drops, no chemical reaction takes place. This means the concentration of oxygen will be the same downstream as upstream. The output voltage of the downstream O₂S copies the voltage of the upstream sensor. The only difference is a time lag (seen by the PCM) between the switching of the O₂S's.

To monitor the system, the number of lean-to-rich switches of upstream and downstream O₂S's is counted. The ratio of downstream switches to upstream switches is used to determine whether the catalyst is operating properly. An effective catalyst will have fewer downstream switches than it has upstream switches i.e., a ratio closer to zero. For a totally ineffective catalyst, this ratio will be one-to-one, indicating that no oxidation occurs in the device.

The system must be monitored so that when catalyst efficiency deteriorates and exhaust emissions increase to over the legal limit, the MIL (check engine lamp) will be illuminated.

TRIP DEFINITION

The term "Trip" has different meanings depending on what the circumstances are. If the MIL (Malfunction Indicator Lamp) is OFF, a Trip is defined as when the Oxygen Sensor Monitor and the Catalyst Monitor have been completed in the same drive cycle.

When any Emission DTC is set, the MIL on the dash is turned ON. When the MIL is ON, it takes 3 good trips to turn the MIL OFF. In this case, it depends on what type of DTC is set to know what a "Trip" is.

For the Fuel Monitor or Mis-Fire Monitor (continuous monitor), the vehicle must be operated in the "Similar Condition Window" for a specified amount of time to be considered a Good Trip.

If a Non-Continuous OBDII Monitor, such as:

- Oxygen Sensor
- Catalyst Monitor
- Purge Flow Monitor

- Leak Detection Pump Monitor (if equipped)
- EGR Monitor (if equipped)
- Oxygen Sensor Heater Monitor

fails twice in a row and turns ON the MIL, re-running that monitor which previously failed, on the next start-up and passing the monitor is considered to be a Good Trip.

If any other Emission DTC is set (not an OBDII Monitor), a Good Trip is considered to be when the Oxygen Sensor Monitor and Catalyst Monitor have been completed; or 2 Minutes of engine run time if the Oxygen Sensor Monitor or Catalyst Monitor have been stopped from running.

It can take up to 2 Failures in a row to turn on the MIL. After the MIL is ON, it takes 3 Good Trips to turn the MIL OFF. After the MIL is OFF, the PCM will self-erase the DTC after 40 Warm-up cycles. A Warm-up cycle is counted when the ECT (Engine Coolant Temperature Sensor) has crossed 160°F and has risen by at least 40°F since the engine has been started.

COMPONENT MONITORS

There are several components that will affect vehicle emissions if they malfunction. If one of these components malfunctions the Malfunction Indicator Lamp (Check Engine) will illuminate.

Some of the component monitors are checking for proper operation of the part. Electrically operated components now have input (rationality) and output (functionality) checks. Previously, a component like the Throttle Position sensor (TPS) was checked by the PCM for an open or shorted circuit. If one of these conditions occurred, a DTC was set. Now there is a check to ensure that the component is working. This is done by watching for a TPS indication of a greater or lesser throttle opening than MAP and engine rpm indicate. In the case of the TPS, if engine vacuum is high and engine rpm is 1600 or greater and the TPS indicates a large throttle opening, a DTC will be set. The same applies to low vacuum if the TPS indicates a small throttle opening.

All open/short circuit checks or any component that has an associated limp in will set a fault after 1 trip with the malfunction present. Components without an associated limp in will take two trips to illuminate the MIL.

Refer to the Diagnostic Trouble Codes Description Charts in this section and the appropriate Powertrain Diagnostic Procedure Manual for diagnostic procedures.

NON-MONITORED CIRCUITS

The PCM does not monitor the following circuits, systems and conditions that could have malfunctions causing driveability problems. The PCM might not

DESCRIPTION AND OPERATION (Continued)

store diagnostic trouble codes for these conditions. However, problems with these systems may cause the PCM to store diagnostic trouble codes for other systems or components. For example, a fuel pressure problem will not register a fault directly, but could cause a rich/lean condition or misfire. This could cause the PCM to store an oxygen sensor or misfire diagnostic trouble code

FUEL PRESSURE

The fuel pressure regulator controls fuel system pressure. The PCM cannot detect a clogged fuel pump inlet filter, clogged in-line fuel filter, or a pinched fuel supply or return line. However, these could result in a rich or lean condition causing the PCM to store an oxygen sensor or fuel system diagnostic trouble code.

SECONDARY IGNITION CIRCUIT

The PCM cannot detect an inoperative ignition coil, fouled or worn spark plugs, ignition cross firing, or open spark plug cables.

CYLINDER COMPRESSION

The PCM cannot detect uneven, low, or high engine cylinder compression.

EXHAUST SYSTEM

The PCM cannot detect a plugged, restricted or leaking exhaust system, although it may set a fuel system fault.

FUEL INJECTOR MECHANICAL MALFUNCTIONS

The PCM cannot determine if a fuel injector is clogged, the needle is sticking or if the wrong injector is installed. However, these could result in a rich or lean condition causing the PCM to store a diagnostic trouble code for either misfire, an oxygen sensor, or the fuel system.

EXCESSIVE OIL CONSUMPTION

Although the PCM monitors engine exhaust oxygen content when the system is in closed loop, it cannot determine excessive oil consumption.

THROTTLE BODY AIR FLOW

The PCM cannot detect a clogged or restricted air cleaner inlet or filter element.

VACUUM ASSIST

The PCM cannot detect leaks or restrictions in the vacuum circuits of vacuum assisted engine control system devices. However, these could cause the PCM to store a MAP sensor diagnostic trouble code and cause a high idle condition.

PCM SYSTEM GROUND

The PCM cannot determine a poor system ground. However, one or more diagnostic trouble codes may be generated as a result of this condition. The module should be mounted to the body at all times, also during diagnostic.

PCM CONNECTOR ENGAGEMENT

The PCM may not be able to determine spread or damaged connector pins. However, it might store diagnostic trouble codes as a result of spread connector pins.

HIGH AND LOW LIMITS

The PCM compares input signal voltages from each input device with established high and low limits for the device. If the input voltage is not within limits and other criteria are met, the PCM stores a diagnostic trouble code in memory. Other diagnostic trouble code criteria might include engine RPM limits or input voltages from other sensors or switches that must be present before verifying a diagnostic trouble code condition.

LOAD VALUE

ENGINE	IDLE/NEUTRAL	2500 RPM/NEUTRAL
All Engines	2% to 8% of Maximum Load	9% to 17% of Maximum Load

EVAPORATIVE EMISSION CONTROLS

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DESCRIPTION AND OPERATION

EVAPORATION CONTROL SYSTEM

The evaporation control system prevents the emission of fuel tank vapors into the atmosphere. When fuel evaporates in the fuel tank, the vapors pass through vent hoses or tubes to a charcoal filled evaporative canister. The canister temporarily holds the vapors. The Powertrain Control Module (PCM) allows intake manifold vacuum to draw vapors into the combustion chambers during certain operating conditions.

All engines use a duty cycle purge system. The PCM controls vapor flow by operating the duty cycle EVAP purge solenoid. Refer to Duty Cycle EVAP Canister Purge Solenoid in this section.

When equipped with certain emissions packages, a Leak Detection Pump (LDP) will be used as part of the evaporative system. This pump is used as part of OBD II requirements. Refer to Leak Detection Pump in this group for additional information.

NOTE: The evaporative system uses specially manufactured hoses. If replacement becomes necessary, only use fuel resistant hose.

ROLLOVER VALVE

The fuel tank is equipped with 2 interconnected rollover valves. The valves are located on the top of the fuel tank (Fig. 1). These valves will prevent fuel flow through the fuel tank vent (EVAP) hoses in the event of an accidental vehicle rollover. The EVAP canister draws fuel vapors from the fuel tank through these valves.

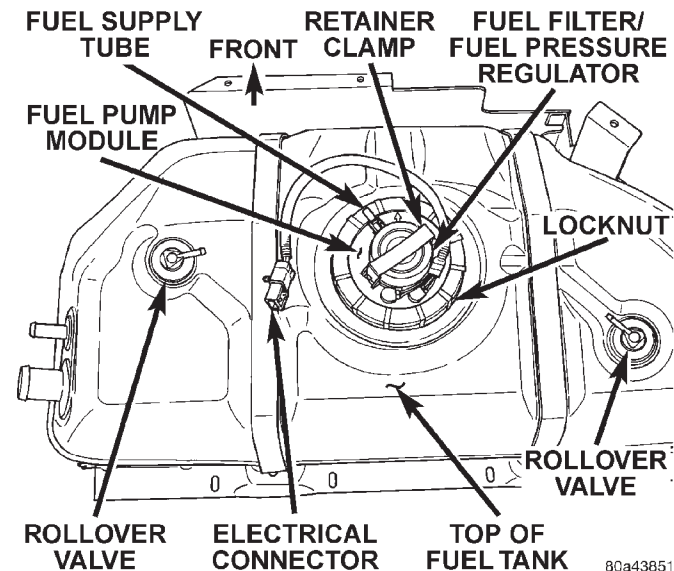


Fig. 1 Rollover Valve Location

The valves are not serviced separately. If replacement is necessary, the fuel tank must be replaced. Refer to the Fuel Tank section of Group 14, Fuel Systems for removal and installation procedures.

DESCRIPTION AND OPERATION (Continued)

EVAP CANISTER

A maintenance free, EVAP canister is used on all vehicles. The EVAP canister is located in the engine compartment on the left inner fender (Fig. 2). The EVAP canister is filled with granules of an activated carbon mixture. Fuel vapors entering the EVAP canister are absorbed by the charcoal granules.

Fuel tank pressure vents into the EVAP canister. Fuel vapors are temporarily held in the canister until they can be drawn into the intake manifold. The duty cycle EVAP canister purge solenoid allows the EVAP canister to be purged at predetermined times and at certain engine operating conditions.

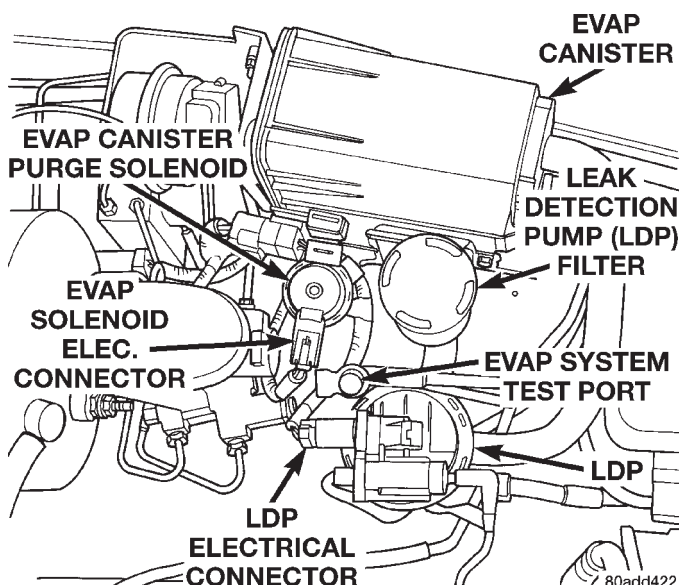


Fig. 2 EVAP Canister, EVAP Canister Purge Solenoid and LDP Location

DUTY CYCLE EVAP CANISTER PURGE SOLENOID

All models are equipped with a duty cycle EVAP canister purge solenoid. The solenoid regulates the rate of vapor flow from the EVAP canister to the intake manifold. The PCM operates the solenoid.

During the cold start warm-up period and the hot start time delay, the PCM does not energize the solenoid. When de-energized, no vapors are purged. The PCM de-energizes the solenoid during open loop operation.

The engine enters closed loop operation after it reaches a specified temperature and the time delay ends. During closed loop operation, the PCM cycles (energizes and de-energizes) the solenoid 5 or 10 times per second, depending upon operating conditions. The PCM varies the vapor flow rate by changing solenoid pulse width. Pulse width is the amount of time that the solenoid is energized. The PCM adjusts solenoid pulse width based on engine operating condition.

The solenoid attaches to the EVAP canister mounting bracket (Fig. 2). The top of the solenoid has the

word UP or TOP on it. The solenoid will not operate properly unless it is installed correctly.

LEAK DETECTION PUMP (LDP)

The leak detection pump (LDP) (Fig. 2) is used only with certain emission packages.

The LDP is a device used to detect a leak in the evaporative system.

The pump contains a 3 port solenoid, a pump that contains a switch, a spring loaded canister vent valve seal, 2 check valves and a spring/diaphragm.

Immediately after a cold start, and with battery temperature between 40°F and 86°F, the 3 port solenoid is briefly energized. This initializes the pump by drawing air into the pump cavity and also closes the vent seal. During non-test conditions, the vent seal is held open by the pump diaphragm assembly which pushes it open at the full travel position. The vent seal will remain closed while the pump is cycling. This is due to the operation of the 3 port solenoid which prevents the diaphragm assembly from reaching full travel. After the brief initialization period, the solenoid is de-energized, allowing atmospheric pressure to enter the pump cavity. This permits the spring to drive the diaphragm which forces air out of the pump cavity and into the vent system. When the solenoid is energized and de-energized, the cycle is repeated creating flow in typical diaphragm pump fashion. The pump is controlled in 2 modes:

PUMP MODE: The pump is cycled at a fixed rate to achieve a rapid pressure build in order to shorten the overall test time.

TEST MODE: The solenoid is energized with a fixed duration pulse. Subsequent fixed pulses occur when the diaphragm reaches the switch closure point.

The spring in the pump is set so that the system will achieve an equalized pressure of about 7.5 inches of water.

When the pump starts, the cycle rate is quite high. As the system becomes pressurized pump rate drops. If there is no leak the pump will quit. If there is a leak, the test is terminated at the end of the test mode.

If there is no leak, the purge monitor is run. If the cycle rate increases due to the flow through the purge system, the test is passed and the diagnostic is complete.

The canister vent valve will unseal the system after completion of the test sequence as the pump diaphragm assembly moves to the full travel position.

CRANKCASE VENTILATION SYSTEM

All 2.5L 4-cylinder and 4.0L 6-cylinder engines are equipped with a Crankcase Ventilation (CCV) system (Fig. 4) or (Fig. 5). The CCV system performs

DESCRIPTION AND OPERATION (Continued)

DUTY CYCLE PURGE SOLENOID (DCPS) DRIVER

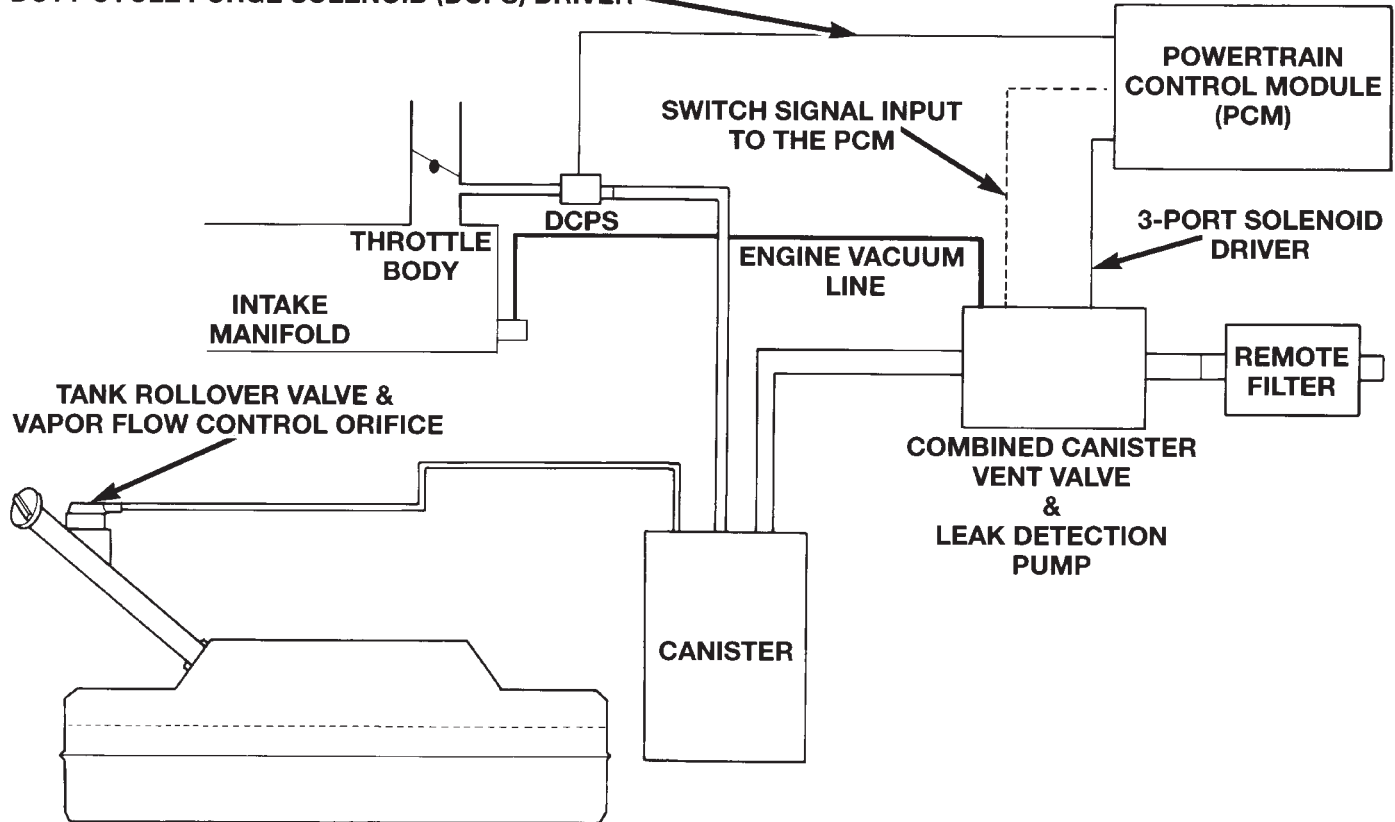


Fig. 3 Evaporative System Monitor Schematic—Typical

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the same function as a conventional PCV system, but does not use a vacuum controlled valve.

On 4.0L 6-cylinder engines, a molded vacuum tube connects manifold vacuum to top of cylinder head (valve) cover at dash panel end. The vacuum fitting

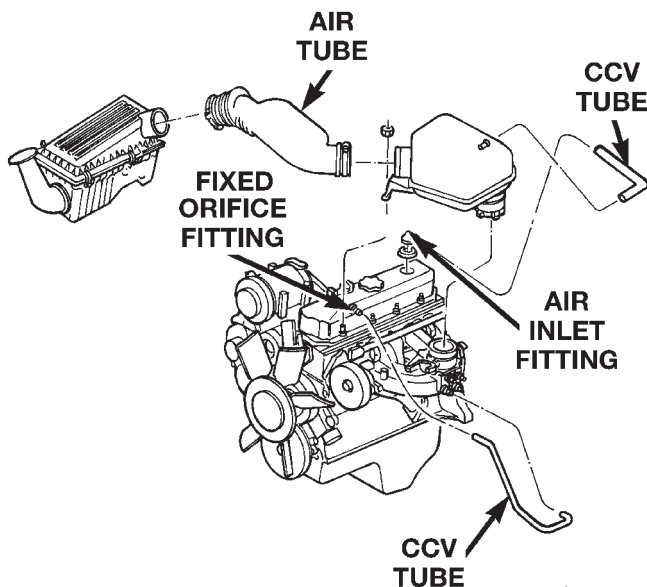
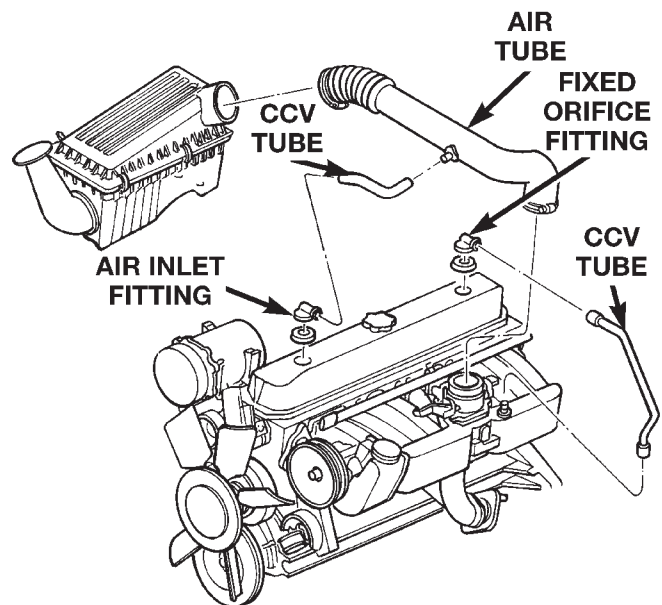


Fig. 4 CCV System—2.5L Engine

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Fig. 5 CCV System—4.0L Engine

contains a fixed orifice of a calibrated size. It meters the amount of crankcase vapors drawn out of the engine.

DESCRIPTION AND OPERATION (Continued)

On 2.5L 4-cylinder engines, a fitting on drivers side of cylinder head (valve) cover contains the metered orifice. It is connected to manifold vacuum.

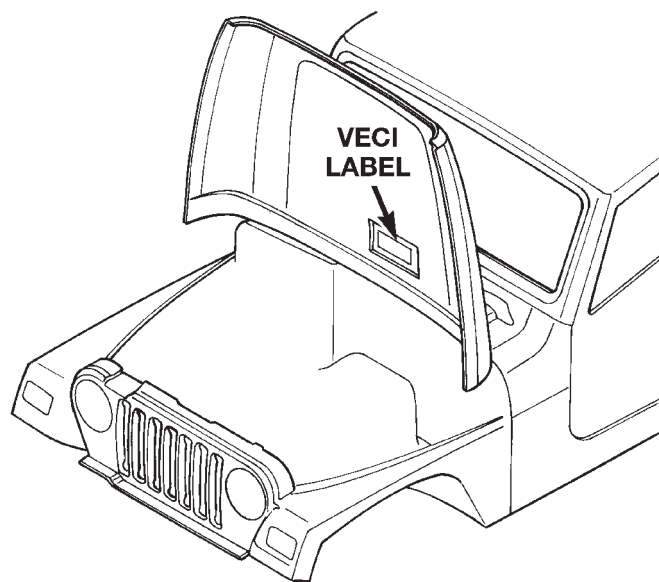
A fresh air supply CCV tube (hose) from the air cleaner is connected to front of cylinder head cover on 4.0L engines. It is connected to rear of cover on 2.5L engines.

When the engine is operating, fresh air enters the engine and mixes with crankcase vapors. Manifold vacuum draws the vapor/air mixture through the fixed orifice and into the intake manifold. The vapors are then consumed during combustion.

VEHICLE EMISSION CONTROL INFORMATION (VECI) LABEL

All vehicles are equipped with a combined VECI label. This label is located in the engine compartment (Fig. 6) and contains the following:

- Engine family and displacement
- Evaporative family
- Emission control system schematic
- Certification application
- Engine timing specifications (if adjustable)
- Idle speeds (if adjustable)
- Spark plug and gap



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Fig. 6 VECI Label Location

The label also contains an engine vacuum schematic. There are unique labels for vehicles built for sale in the state of California and the country of Canada. Canadian labels are written in both the English and French languages. These labels are permanently attached and cannot be removed without defacing information and destroying label.

DIAGNOSIS AND TESTING

VACUUM SCHEMATICS

A vacuum schematic for emission related items can be found on the Vehicle Emission Control Information (VECI) Label. Refer to VECI Label in this group for label location.

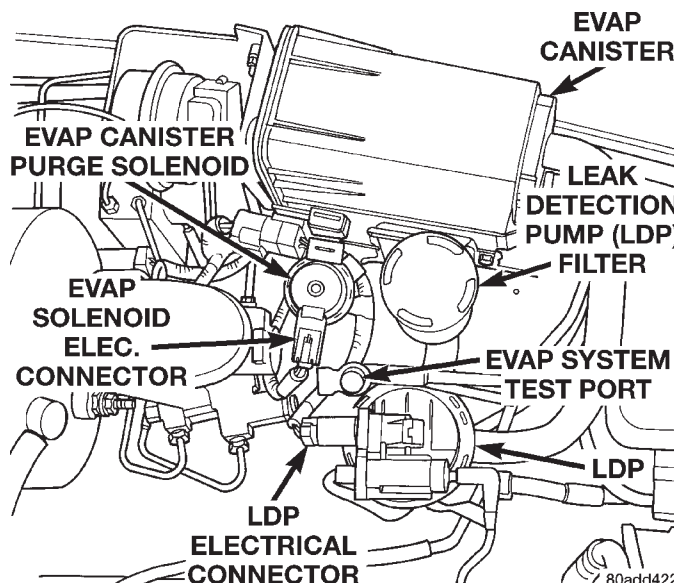
LEAK DETECTION PUMP (LDP)

Refer to the appropriate Powertrain Diagnostic Procedures service manual for LDP testing procedures.

REMOVAL AND INSTALLATION

EVAP CANISTER

The EVAP canister is mounted to a bracket, located in the engine compartment, on the left front inner fender (Fig. 7).



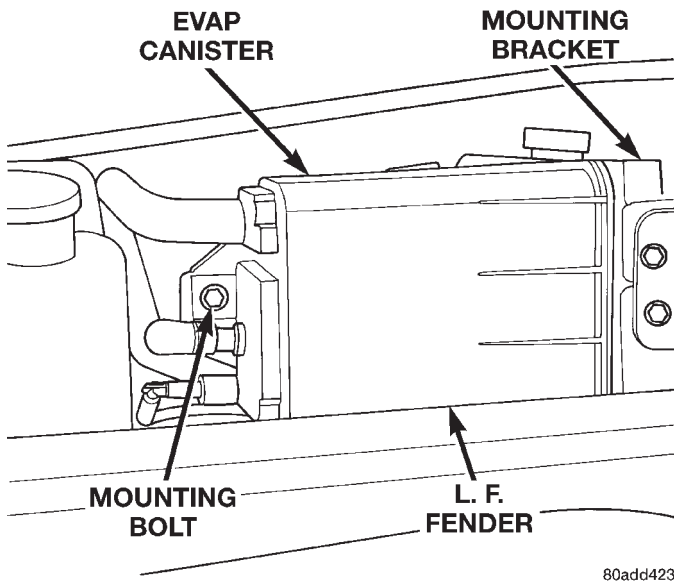
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Fig. 7 EVAP Canister, Purge Solenoid and LDP Location

REMOVAL AND INSTALLATION (Continued)

REMOVAL

- (1) Disconnect vacuum lines/hoses at EVAP canister. Note location of lines/hoses before removal.
- (2) Remove canister mounting bolt (Fig. 8).

**Fig. 8 EVAP Canister Removal/Installation**

- (3) Disengage canister from vehicle by slipping 2 canister dowel pins from rubber mounting bracket bushings.

INSTALLATION

- (1) Position canister dowel pins into rubber bushings.
- (2) Install canister mounting bolt.
- (3) Tighten bolt to 9 N·m (80 in. lbs.) torque.
- (4) Connect vacuum lines/hoses at EVAP canister.

EVAP CANISTER PURGE SOLENOID

REMOVAL

The duty cycle EVAP canister purge solenoid is located in the engine compartment on the EVAP canister mounting bracket (Fig. 7).

- (1) Disconnect electrical wiring connector at solenoid.
- (2) Disconnect vacuum lines/hoses at solenoid.
- (3) Lift solenoid and rubber solenoid support from mounting bracket.

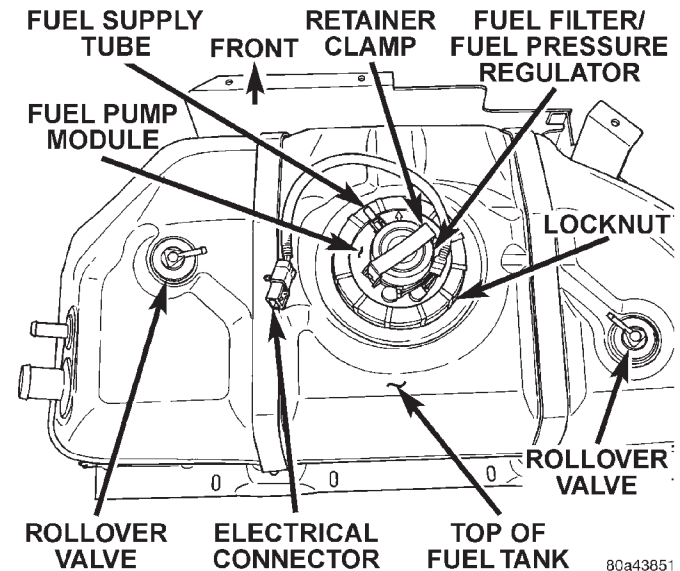
INSTALLATION

- (1) Install purge solenoid and rubber support to its mounting bracket.
- (2) Connect vacuum harness and wiring connector.

ROLLOVER VALVE

The fuel tank is equipped with 2 interconnected rollover valves. The valves are located on the top of the fuel tank (Fig. 9).

The valves are not serviced separately. If replacement is necessary, the fuel tank must be replaced. Refer to the Fuel Tank section of Group 14, Fuel Systems for removal and installation procedures.

**Fig. 9 Rollover Valve Location**

LEAK DETECTION PUMP (LDP)

The LDP is located in the engine compartment near the EVAP canister (Fig. 7). The LDP filter is also located near the EVAP canister (Fig. 7). The LDP and LDP filter are replaced (serviced) as one unit.

REMOVAL

- (1) Carefully remove vapor/vacuum lines at LDP.
- (2) Disconnect electrical connector at LDP.
- (3) Remove LDP filter mounting bolt.
- (4) Remove 3 LDP mounting screws (Fig. 10) and remove from vehicle.
- (5) Carefully separate hose at bottom of LDP filter.

INSTALLATION

- (1) Install LDP connecting hose to LDP and filter.
- (2) Position LDP and LDP filter (as an assembly) to vehicle.
- (3) Install LDP filter to mounting bracket. Tighten bolt to 7 N·m (65 in. lbs.) torque.
- (4) Install LDP to mounting bracket. Tighten screws to 1 N·m (11 in. lbs.) torque.

REMOVAL AND INSTALLATION (Continued)

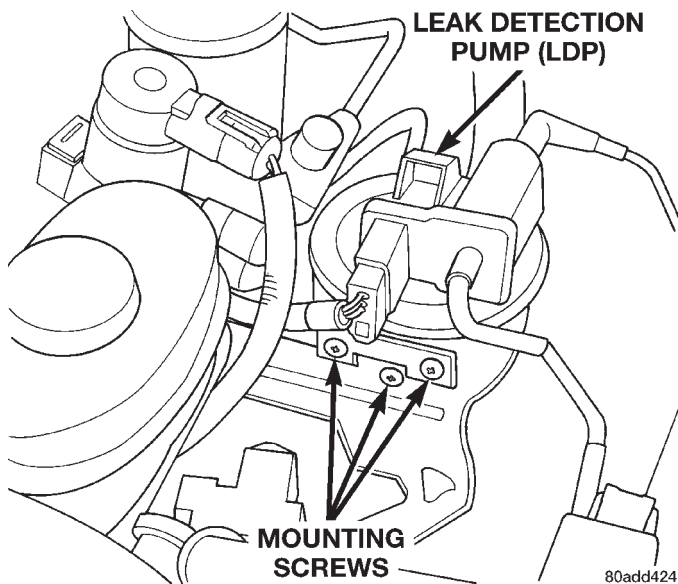


Fig. 10 Leak Detection Pump (LDP) Mounting Screws

(5) Carefully install vapor/vacuum lines to LDP. **The vapor/vacuum lines and hoses must be firmly connected. Check the vapor/vacuum lines at the LDP, LDP filter and EVAP canister purge solenoid for damage or leaks. If a leak is present, a Diagnostic Trouble Code (DTC) may be set.**

(6) Connect electrical connector to LDP.

SPECIFICATIONS

TORQUE CHART

Description	Torque
EVAP Canister Mounting Bolt9 N·m (80 in. lbs.)
Leak Detection Pump (LDP)	
Filter Mounting Bolts7 N·m (65 in. lbs.)
Leak Detection Pump (LDP)	
Mounting Screws1 N·m (11 in. lbs.)